**Amendments to the Specification**

Please amend the specification, as follows:

Page 6, lines 29-34, replace the paragraph with the following amended paragraph:

C1

It has also been found to be convenient to distribute the blind grooves along a central portion of the tyre ~~footprint~~ footprint in which there is the greater risk of water stagnation without thereby excluding further blind grooves with an extension greater than the length of the tyre ~~footpring~~ footprint in other portions of the tread.

Page 13, line 31, to page 14, line 10, replace the paragraph with the following amended paragraph:

C2

In this connection, it should be noted that between carcass 1 and ~~stitching~~ thin sheet 3' of tread band 3 is situated an annular reinforcing structure 4, [[-]] usually known as a belt structure, [[-]] ~~which~~ that is circumferentially unextendable. [[and]] Annular reinforcing structure 4 comprises at least two radially-superimposed layers (4a, 4b) of rubberized fabric provided with reinforcing cords [[which]] that are ~~each other~~ parallel to each other within each layer and ~~whic~~ ~~intersect~~ that cross the cords of the adjacent layer, which are preferably symmetrically inclined with respect to the equatorial plane of the tyre[[, and]]. Annular reinforcing structure 4 preferably also comprises a third layer 4c of nylon cords [[which]] that are circumferentially wound in a radially-external position[[:]]. ~~this~~ This structure, as is ~~well known~~ well known,

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C2

the specific function of counteracting the forces acting inside the tyre during use and associated with the inflation pressure and the centrifugal force, as well as ensuring the necessary handling properties, in particular during travel around bends.

Page 18, lines 18-22, replace the paragraph with the following amended paragraph:

C3

- lateral grooves 6 start from the ~~first~~ second shoulder P' with a first portion [[which]] that is inclined with respect to the straight profile of said shoulder at an angle "β" terminating in a second portion inclined at an angle "δ" in the opposite direction with respect to "β";

Page 18, lines 23-29, replace the paragraph with the following amended paragraph:

C4

- lateral grooves 5 start from the ~~second~~ first shoulder P with a first portion [[which]] that is inclined with respect to the straight profile of said shoulder at an angle "$\beta_0$", continue with a second portion having an inclination angle "$\sigma_0$", again with respect to the straight shoulder profile, and then terminate with a third portion inclined at an angle "$\delta_0$" in the opposite direction with respect to "$\beta_0$".

Page 19, lines 8-11, replace the paragraph with the following amended paragraph:

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C5

Preferably the central portion of grooves 7 is inclined at an angle α ~~comrpised~~ comprised between 0° and 90°, preferably being limited from 0° to 40° and even more preferably being equal to about 20°.

Page 21, line 34, to page 22, line 13, replace the paragraph with the following amended paragraph:

C6

Motor cars are characterized by particular values of the inclination angles of the equatorial plane of the wheels with respect to their longitudinal center plane, which is perpendicular to the ground, said values being determined by the vehicle manufacturers and, having the purpose of achieving the maximum performance. Said angles include the camber angle which is the angle comprised between the abovementioned plane perpendicular to the ground and the equatorial plane of the wheel, measured in degrees on the vertical plane. With a slightly negative camber angle, for example comprised between 1° and 3°, in particular equal to 2°, normally used on sports cars, the tyre footprint is not exactly symmetrical with respect to the ~~barycentre of the pressures underneath the tyre footprint~~ equatorial plane of the tyre, but has substantially the shape of a trapezium with the larger base towards the inner side of the motor vehicle and the smaller side towards the outer side.

Page 28, lines 5-13, replace the paragraph with the following amended paragraph:

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~~Figure 6 shows[[,]]~~ an enlarged cross-section of the tyre grooves according to the invention. Groove 50 is defined between two side walls 51, diverging towards the external surface of the tread band 3[[,]] at an angle "ε" comprised between 6° and 24°, and preferably equal to about 16°. Side walls 51 are connected to bottom 52 of groove 50 and to the external surface by means of ~~circle~~ circular arcs [["R1"]] "$R_1$" and [["R2"]] "$R_2$", which are respectively radially internal and external and have a radius of curvature ranging from 2 to 5 mm.

C7

Page 28, lines 15-19, replace the paragraph with the following amended paragraph:

In a preferred embodiment, it is envisaged that the value of radius [["R1"]] "$R_1$" for the radially-internal ~~circle~~ circular arcs is equal to 2.7 mm, while the value of the radius of curvature [["R2"]] "$R_2$" of the radially-external arcs is equal to 4 mm.

C8

Page 28, lines 21-24, replace the paragraph with the following amended paragraph:

Moreover, groove 50 has a width, indicated by [["I"]] "L" and defined between the intersection points of the continuations of side walls 51 with the surface of the tread, preferably comprised between 6 mm and 15 mm.

C9

Page 29, lines 3-5, replace the paragraph with the following amended paragraph:

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In fact, if the air pressure is below the nominal value, it has been noticed ~~that,the~~ that the noise level of the tyre increases during its rolling on the ground.

Page 29, lines 22-28, replace the paragraph with the following amended paragraph:

The blind grooves, indicated by S in ~~Figure~~ Fig. 2, must have the maximum distance between two points A, B of their extension, the latter being the circumferential length or the axial width, which is preferably comprised between 1.01 and 2.5 times the maximum dimension of the tyre footprint in the same direction, and more preferably ~~iscomprised~~ comprised between 1.01 and 1.5.

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